

RUNWAY SAFETY BULLETIN NO. 13

July 23, 2004

TO: All Airport Operators and Users

FROM: Regional Runway Safety Program Manager
Southern Region

Safety is our number one priority - and runway safety is everyone's business!

One of the goals of the Regional Runway Safety Program is to educate, train and enhance pilots', controllers' and vehicle operators' knowledge and understanding of airfield signage, marking and lighting on the airport surface. The "Holding Position Signs for Runway Approach Areas" and "Holding Position Signs for ILS Critical Areas" continues to be confusing and misunderstood by its users. This safety bulletin further expands on the function and requirements of these signs and its purpose, as was outlined in Safety Bulletin #7.

AC 150/5340-18C Definition of a Holding Position Sign for Runway Approach Areas



The inscription on a sign for a runway approach area is the associated runway designation followed by a dash and the abbreviation APCH for approach. The sign is installed on taxiways located in approach areas where an aircraft on a taxiway would either cross through the runway safety area or penetrate the airspace required for the approach or departure runway. This sign is not installed on runways, and/or runways or taxiways that intersect the runway specified on the sign.

The following information is taken from the "Signing and Marking Supplements (SAMS) that pertain to approach signs or marking. SAMS was created to supplement the Advisory Circular (AC) and are created and maintained by Washington Headquarters, Office of Airport Safety and Standards.

► When is the holding position sign for runway approach areas used?

This sign should be used only on taxiways that pass through the approach area for a runway but do not intersect the runway. If it is necessary to protect the approach for a runway that the taxiway intersects, then the standard runway holding position sign should be used if it is necessary to protect the runway approach for all operations.



ILS CRITICAL AREA SIGN

The ILS Critical Area sign should be used when it is necessary to protect the approach surface during precision instrument approaches.

► **How is the location of the holding position sign for the runway approach area determined?**


The sign is located so that an aircraft on the taxiway will not enter the runway safety area or penetrate any of the following surfaces that may be applicable to the runway: threshold location plane, inner approach obstacle free zone, inner transitional obstacle free zone, TERPS approach surfaces, and clearway. If the taxiway passes through a navigational aid critical area, it is also necessary that the sign is placed to protect this critical area if a separate "ILS" sign is not used.

► **When is the ILS Critical Area sign used? (This SAMS is included because there was a question about the difference between APCH and ILS)**

The ILS sign is used to protect the critical area for an ILS approach. The critical area includes the areas around the glide slope and localizer antennas necessary to protect the electronic signal, as well as any area where an aircraft on the ground would penetrate the airspace required by TERPS for an ILS approach. The latter normally comes up in the case of an ILS approach to a displaced runway threshold. The ILS sign is not needed because the holding position sign for taxiway/runway intersections protects these areas.

FAA AIR TRAFFIC ORDER 7110.65; PARAGRAPH 3-7-2, "Taxi and Ground Movement Operations" and PARAGRAPH 3-7-4, "Runway Proximity"; and the AERONAUTICAL INFORMATION MANUAL, 4-4-18; "Taxiing", provides the guidance and phraseology for complying with this safety provision.

Sincerely,

A handwritten signature in cursive script, appearing to read "Anne B. Cohen".